

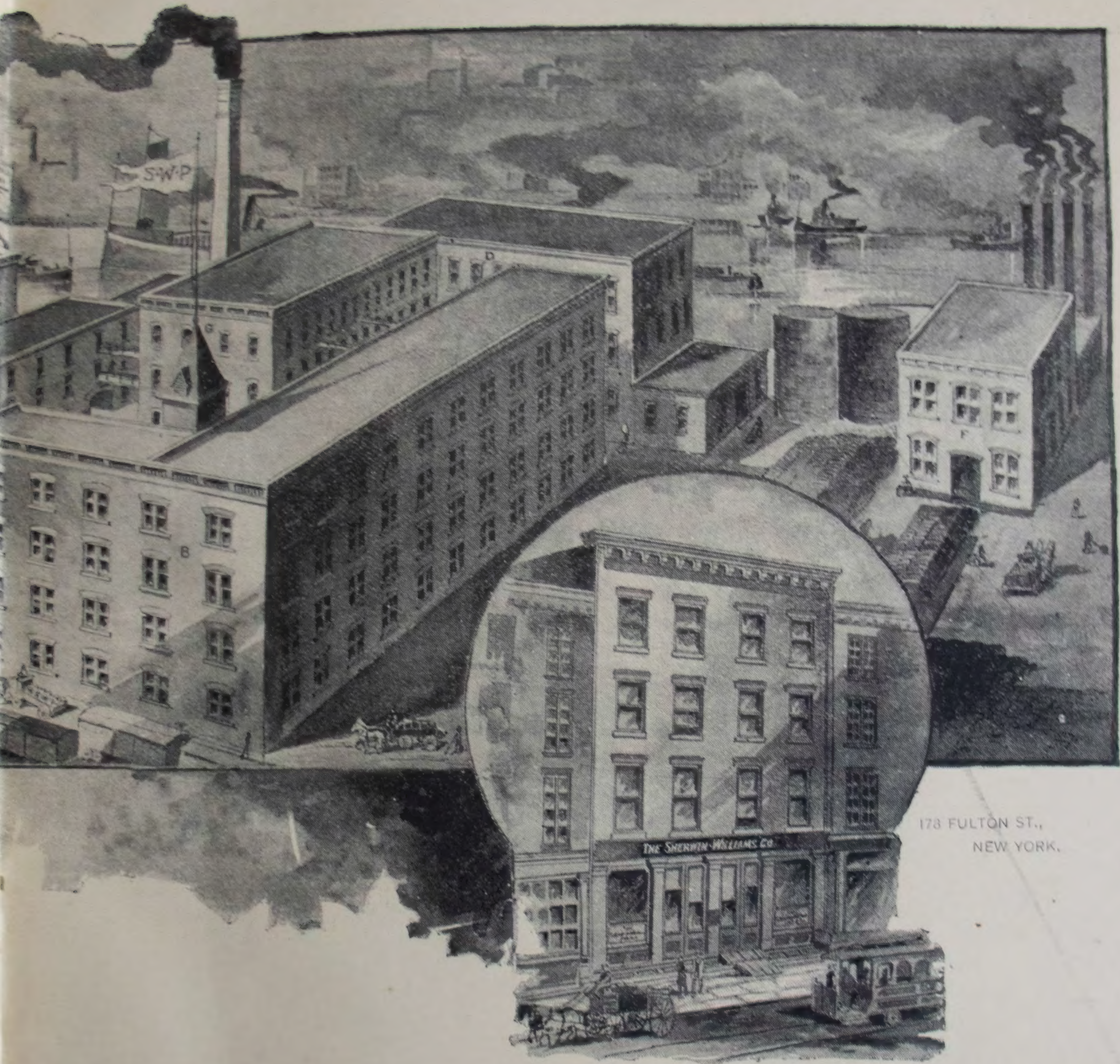
Standard Railway Paints and
Colors. The Sherwin-Williams
Company, Manufacturers. ∴ ∴







THE SHERWIN-WILLIAMS CO.'S WORKS AND GENERAL OFFICES AT CLEVELAND, O., U. S. A.



178 FULTON ST.,
NEW YORK.

CATALOGUE
OF
PAINTS AND COLORS
FOR
RAILWAY USE.

MANUFACTURED BY

THE SHERWIN-WILLIAMS COMP'Y,

OFFICES:

100 Canal St., CLEVELAND,
241 Jackson St., CHICAGO,
178 Fulton St., NEW YORK.

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TO PURCHASING AGENTS OR THEIR CHIEF CLERKS:

Please designate on each order whether color is wanted *Ground in Japan, in Oil, in Water, or Special*, as may have been designated by Master Painter. *Also give size and description of packages.*

INTRODUCTION.

INTRODUCTION.

This book is presented to the railway world as the most complete work of its kind ever published. It could have been made larger, but those for whom it is intended find life too short to spend much time on unnecessary details; therefore, its conciseness, together with its general style, is, we believe, its chief merit.

Attention is called to the fact that we make a specialty of the manufacture of Paints and Colors of the highest grade, peculiarly adapted to each department of Railway and Car service, a list of which is given in the following pages.

Recognizing the fact, that in no other industry is excellence in quality more highly appreciated or more generally demanded, we make it our first object to produce each article *as good as it can be*; and notwithstanding the high cost of such goods, all agree that it is economy to use them.

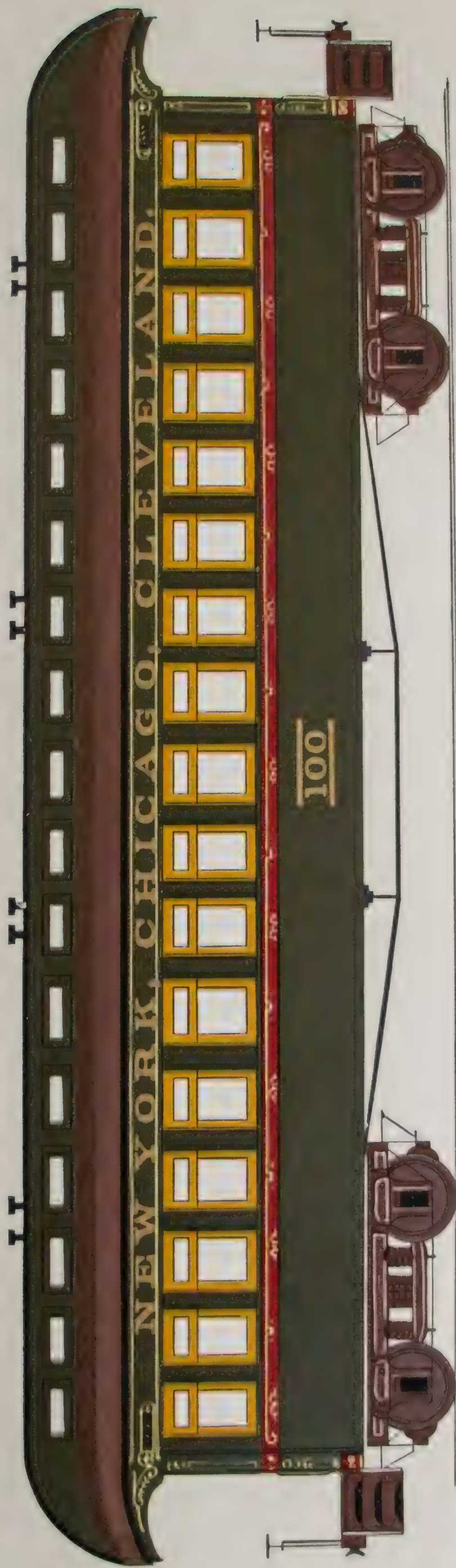
Our experience in acting on this policy has been entirely satisfactory. Our products are highly appreciated, and gaining in popularity constantly and rapidly. Our mechanical equipment and methods of manufacture are unequaled; hence business and pleasure to both consumer and producer.

Respectfully,

The Sherwin-Williams Co.



ROLLING STOCK DEPARTMENT.



2052 1018 2056 1070

PASSENGER COACHES, BAGGAGE, MAIL AND EXPRESS CARS.

BODY AND TRIMMING COLORS.

The present system of coach painting (however the preliminary work is done which gives it the name of "A, B, C," "Lead and Oil," etc.), calls for the use of a quick drying or flat color, two or more coats of which are used on the foundation previously built up to receive it. The Quick Drying colors manufactured by this Company are produced by grinding the pigments through Cold Stone Mills in a Japan especially prepared for this purpose, in which is cooked a large portion of shellac and linseed oil, to give it requisite binding properties. This color comes to the consumer in paste form, and for application only requires thinning with clear spirits of turpentine. A coat of this color, if thinned as above, dries within a few minutes, and when color coats enough are applied to thoroughly cover, the work is ready for the necessary coats of varnish. Frequently painters whose experience has not been confined entirely to THE SHERWIN-WILLIAMS COLORS, fear to take the risk of using their color thinned as above described, because some of this class of colors are not ground in a Japan possessing the required elastic and binding properties. Such painters, anxious to *insure* satisfactory results, venture to add a little varnish or linseed oil. If these additions are made judiciously, only using varnish or oil of well known quality, and the color

given time to dry, no injurious results will follow; but this irregular method of thinning is not required in using THE SHERWIN-WILLIAMS COLORS, as the liquids in which they are ground insure the desired results. Colors made by this Company have been used throughout this and other lands for many years with universal success in every way.

On the following pages are shown a select line of samples of Standard Colors, adopted by some of the principal railway and car companies. Other colors not shown here are made for railway companies who have adopted standards differing from all others.



THE SHERWIN-WILLIAMS COLORS.

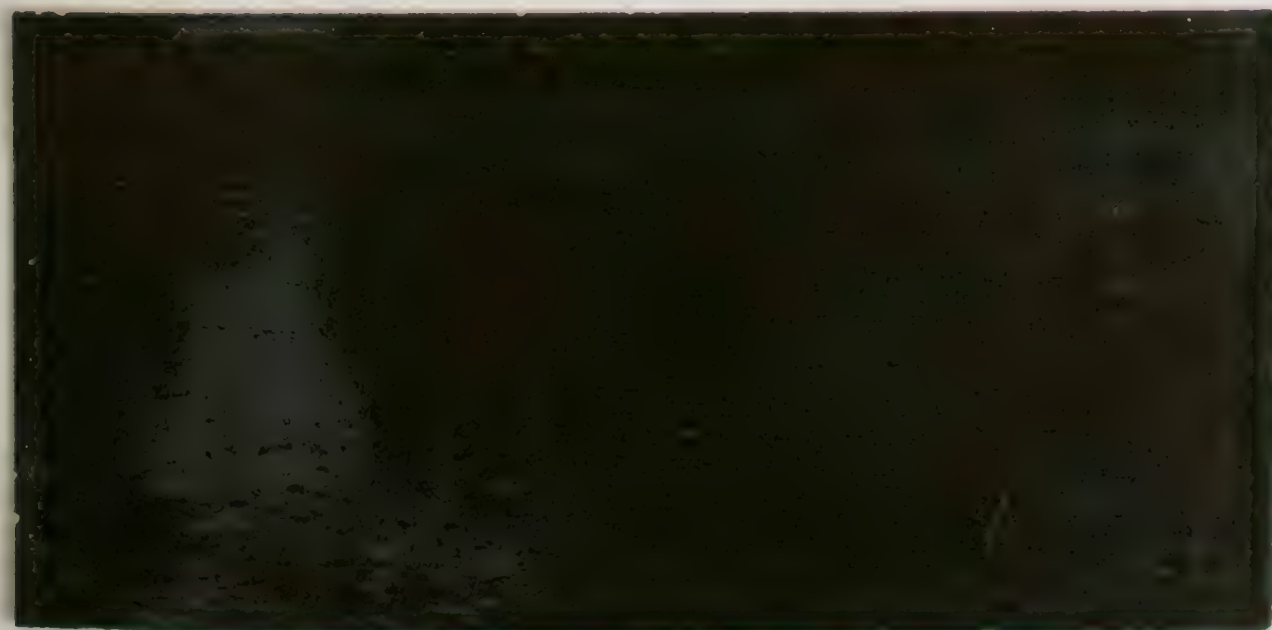
QUICK DRYING.



2030



1447



2052



THE SHERWIN-WILLIAMS COLORS.

QUICK DRYING.



2036



2048



1345



THE SHERWIN WILLIAMS COLORS.

QUICK DRYING.



2056



2049



2041



THE SHERWIN-WILLIAMS COLORS.

QUICK DRYING.



2032



2045



1344



THE SHERWIN-WILLIAMS COLORS.

QUICK DRYING.



2040



2042



2035



THE SHERWIN-WILLIAMS COLORS.

QUICK DRYING.



2055



2034



2038



THE SHERWIN-WILLIAMS COLORS

SWATCH BOOK



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3034



3037

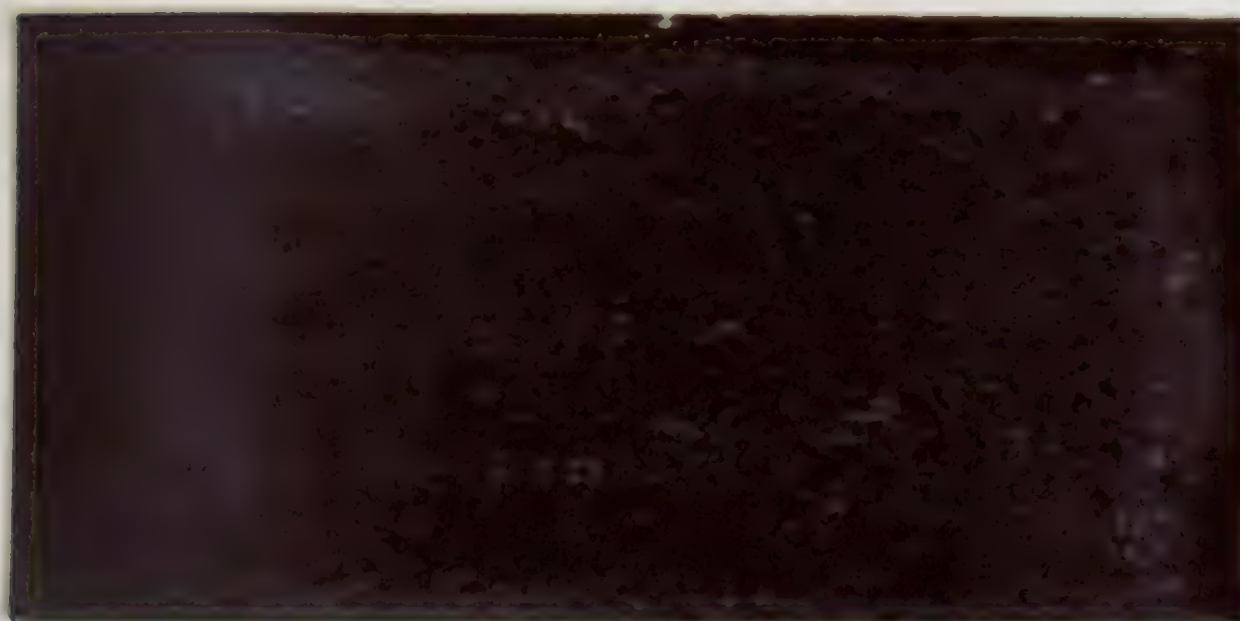


THE SHERWIN-WILLIAMS COLORS.

QUICK DRYING.



2051



2054

TRUCKS AND PLATFORMS.

Colors for trucks and platforms are usually made so as to be used in the same manner as body colors, *i.e.*, quick drying; but the same colors are used for repair work when the necessary time cannot be given to repainting by the same system as when the car was first built. In such cases, then, the colors can be used thinned with oil and varnish, and the results will be entirely satisfactory.

Only a limited number of the colors made by us are shown, standards being made to meet the wants of buyers. Let us suggest that colors adopted should harmonize with body color of cars, either by analogy or contrast. For instance, No. 1439 contrasts favorably with, and looks well when used on, trucks of cars where bodies are any shade of red.



THE SHERWIN-WILLIAMS CO.'S TRUCK AND
PLATFORM COLORS.



1424



2065



1428



THE SHERWIN-WILLIAMS CO.'S TRUCK AND
PLATFORM COLORS.



1121



1339



1439

WALLS AND CEILINGS OF BAGGAGE, MAIL AND EXPRESS CARS.

The special goods prepared by this Company for this purpose are unlike any others, being adapted to peculiar requirements. Their chief excellence is in their moderate cost, both from first use and great durability. The colors are ready for application, being ground in liquids which dry very hard, yet not brittle, and at the same time with a varnish gloss; so time and expense of a varnish coat is not required. Such surfaces clean easily and suffer less from abrasion than if varnished, and when desired one fresh coat will give as clear and fresh a finish as when first painted, costing but little, and detains the car but one day. The samples shown are selections from those adopted by prominent railway companies.



THE SHERWIN-WILLIAMS CO.'S WALL AND
CEILING COLORS.



2511



2552



1143



THE SHERWIN-WILLIAMS CO.'S WALL AND
CEILING COLORS.



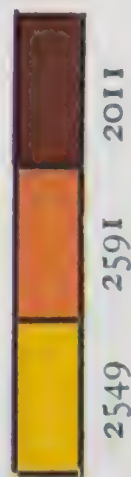
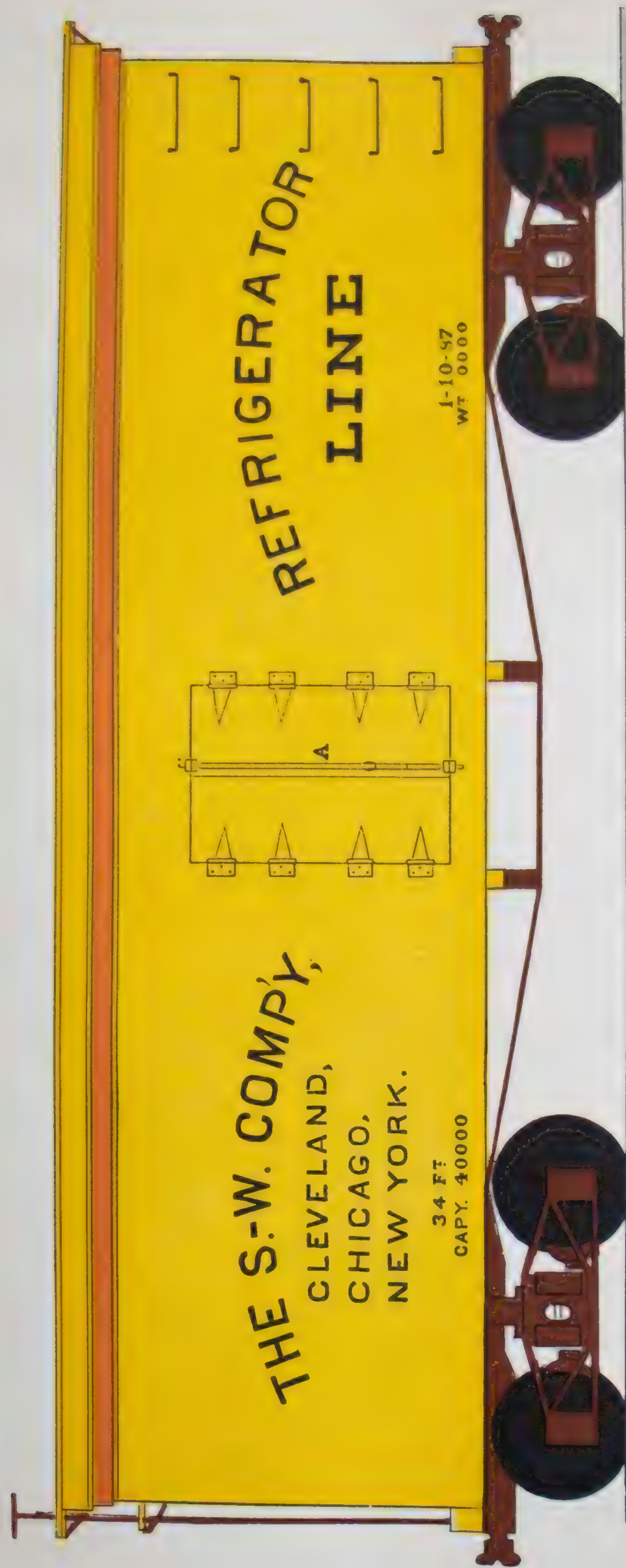
2501



2582



1001



REFRIGERATOR AND LINE CARS.

Refrigerator and most of the fast freight line companies have their cars painted in strong colors, and should have the best quality of oil paints for durability as well as permanency of color. It is obvious to all that if these cars can be painted so well when first built, that they will not require repainting until worn out, or at least not as soon by half as cars painted with cheap paints; then the saving of time required to run the cars in the shop and out again will be much more than the value of the paint, to say nothing of the satisfactory appearance of well painted cars over those poorly painted. This Company has made a specialty of a high grade of paint expressly to accomplish the above desirable results. The colors are clear, strong, and as unfading as the nature of required pigments will admit. The prepared color is made especially heavy, to dry with a hard, smooth surface, and with a full, rich gloss. This paint necessarily costs more than others, but, as explained above, it is more satisfactory, as those who have used it readily admit. Any color made to suit various adopted standards.

The following samples are only a selection from those in use. We have other choice colors which have never been in use, but are well adapted to the purpose. Newly organized companies, or those desiring to change their colors, may find one among them to suit, and then have a color entirely unlike all others. For this reason samples are not shown.



THE SHERWIN-WILLIAMS CO.'S REFRIGERATOR
AND LINE CAR COLORS.



2549



1772



2011

THE SHERWIN-WILLIAMS CO.'S REFRIGERATOR
AND LINE CAR COLORS.



2012



2550



2515



THE SHERWIN-WILLIAMS CO.'S REFRIGERATOR
AND LINE CAR COLORS.



2592



2591



2512



2002 2011 2522

CABOOSES.

The colors offered for use on cabooses are ground in a very superior quality of Japan, expressly suited to the work the colors are for, and are made to use under varnish (unless specially ordered in oil). The color is made to be thinned with turpentine, and when no varnish is to be used the color should be thinned with the best quality of strictly pure raw linseed oil. The color thinned in this way can easily be kept clean by simply washing with water and soap, and, if desired, another coat applied at a very small cost, and restore it to former brightness, although this will not be found necessary until after being in use fully as long as a car that has been varnished, at a much greater cost. The priming coat should be thinned with oil and used in the usual way. We can safely say, one coat of our special primer, and two coats of the body color, used as directed, will insure perfect satisfaction. From careful observation we have found there is no car on which it is so important to have a bright, permanent color, and where most of the colors used heretofore have proved a great failure in a short time; hence special attention is called to our No. 2002, as the most satisfactory bright red ever used on a caboose. This color originated with us some years since, as a substitute for, and improvement on, Vermilion, which will not retain its brilliancy. The No. 2002 has been adopted and used with the greatest satisfaction on many large roads. It has the merit of permanency of color, beyond anything in the way of bright red

ever discovered before or since. This color, it will be noticed, is not quite as bright on first application as Vermilion, but on exposure it remains bright while others do not. The pigment is of such nature that it possesses remarkable covering power, requiring fully twenty-five per cent. less of it to cover a car than any similar color. We make priming paints for each of these body colors, especially adapted to the purpose.



THE SHERWIN-WILLIAMS CO.'S CABOOSE
COLORS.



1402



2006



2002



THE SHERWIN-WILLIAMS CO.'S CARBOOSE
COLORS



1408



1405



1404

FREIGHT CARS.

Close observation for many years established the fact that the painting of freight cars had not received the attention it deserved, and an improvement might be made which would be a decided advantage to all interested.

After investigation, both mechanical and chemical, and extensive experiments, a paint was prepared and a method adopted which proved to be simply *perfect*. This was several years ago, and the Perfect Method Paint for freight cars was introduced upon some of the largest roads in this country. The confident expectation as to its success has been more than realized in establishing its real excellence and economy, followed by the constant and increased use of the paint wherever it has been thoroughly tested.

The main requirements of a paint for this purpose seem to be, 1st, durability of the paint upon the cars, so that, if possible, the cars need not be repainted during their ordinary life ; and, 2nd, economy in the cost of both labor and material. To this end the paint here referred to has been especially adapted, and proved to be all that is claimed for it.

This paint is made to cover a surface and fill the pores of the wood much more perfectly than other paint, so that both *quantity* of paint and *time* in application is saved over any other paint in use.

Cars painted by this method wear and look well from 50 to 100 per cent. longer than when other paint is used. In fact, it

may be safely guaranteed to last the ordinary life of a car, saving both the time and material of repainting.

It must not be supposed that these advantages can be secured without cost. The paint is more expensive per pound (or gallon) than other paint, but the direct advantages far more than cover the difference between it and any other method of painting, as has been proven in every instance.

One special feature of the Perfect Method Paint is, adapting each coat to its special place. Three distinct mixtures of each color are made, called 1, 2 and 3, each respectively for 1st, 2d and 3d coats. When only two coats are used, 2 is omitted, 1 being specially adapted to preparing the surface to receive the finishing coats; 3 is always the last coat, and, where the surface has been suitably prepared for it, dries with a full oil gloss.

The paint is made in any color desired. The various pigments preferred by the different railway companies are used in the preparation.

THE SHERWIN-WILLIAMS CO.'S FREIGHT CAR
PAINTS.



1602



1721



1618



THE SHERWIN-WILLIAMS CO.'S FREIGHT CAR
PAINTS.



1682



1670



1210



LOCOMOTIVES.

In this department we have endeavored to meet the severe tests or service called for, by producing materials giving the most satisfactory results, both in covering and wearing properties. We do not know of any cases where they are subjected to less attention after locomotives go into service, and with this end in view we submit in the accompanying pages locomotive body colors, and colors for inside of locomotive cabs, as used by the leading railway companies, which we feel sure will be durable, and look well under existing circumstances.

These colors are ground in Japan. Paint ground in oil, for such purposes, as in the old system, is not durable, and prevents that rapidity in work which is so much desired by the present age.



THE SHERWIN-WILLIAMS CO.'S LOCOMOTIVE
PAINTS.



1189



2063



1407



THE SHERWIN-WILLIAMS CO.'S LOCOMOTIVE
PAINTS.



2060



2004



2061

CAR ROOFS.

We offer a coating for roofs of cars which is superior to any roof paint known. It is made of pigments and vehicles that form a *perfectly water-proof* surface, and as near fire-proof as it is possible to make, without the introduction of materials which act as a poison in ruining the virtue of the pigments and vehicles. It is made heavy in gravity, so as to thoroughly and permanently fill the pores and imperfections in the wood. It spreads easily and works freely under the brush in any temperature, thereby requiring but a small amount to cover, compared with most roof paints. It does not become soft by the intense heat of the sun, or grow hard and crack by extreme cold. It may be used on metal roofs, and will not corrode or rust tin or iron, as many paints do. In applying the paint to freight, stock and refrigerator cars, it is not necessary to use sand to assist in preserving the paint, although there is no objection to sanding as a safeguard against slipping.

THE SHERWIN-WILLIAMS CO.'S CAR ROOF
PAINT.



1746

FLOORS.

There is probably no surface to which paint is applied, where the wear and tear by abrasion, soil, scrubbing, etc., is so great as on car floors, hence the demand for a film of extraordinary toughness, elasticity and smoothness of surface. This can only be obtained by using the very best materials, united in correct proportions, and prepared by the most approved method. It is more expensive and slower drying than the cheap, quick drying paints, and is more satisfactory in every way. Such a paint as this is here shown, and its excellence is such that those who once try it no longer attempt the use of any other. It dries in as short a time as is consistent with paint made of good materials, hardening (under repeated washings with cold water) to a smooth, tough surface.

THE SHERWIN-WILLIAMS CO.'S CAR FLOOR
PAINTS.



2527



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THE SHERWIN-WILLIAMS CO.'S CAR FLOOR
PAINTS.



1821



2504



2506

STRUCTURE AND ROADWAY DEPARTMENT.



DEPOT PL





PLATE No. 1.

STRUCTURES.

Our unequaled success in the manufacture of high grade paints for exterior and interior use on buildings of all kinds, where both extreme durability and fine appearance are demanded, enables us to furnish such paints as will best endure the extreme wear required on passenger and freight stations, shops, tenements, hotels, section houses, etc. The paints we offer for these purposes are made of the best pigments, oil and dryers, combined in such proportions as have been found to produce the best wearing qualities. The fact that they are furnished ready to use awakens the prejudice of some; but when the fact is considered that they are made perfect in quality, and unlike the mixed paints found in the market, no reasonable mind is likely to be long tainted with such prejudice. The paints are in all respects such as the most intelligent practical painter or chemist would approve; and with the facilities which the manufacturers possess, they are made far superior to any mixture that can be made by hand, or even with machinery less adapted to the accomplishment of this result.

THE SHERWIN-WILLIAMS CO.'S DÉPÔT PAINT.



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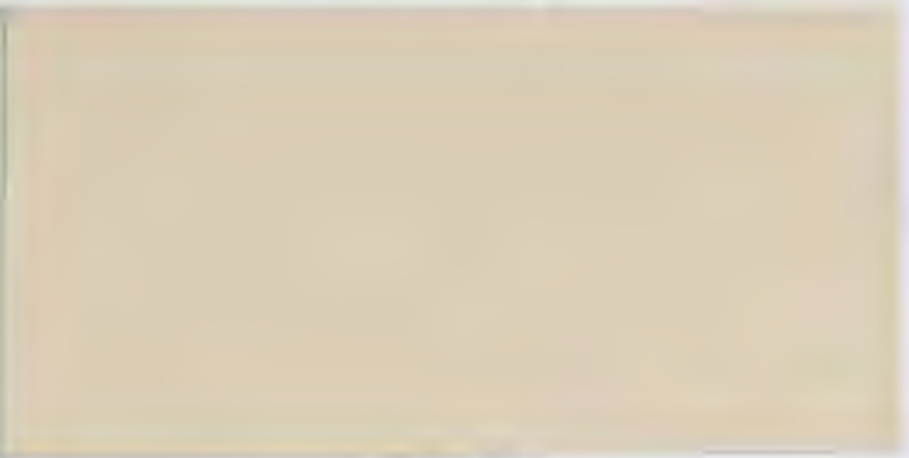
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THE SHERWIN-WILLIAMS CO.'S DEPOT PAINT.



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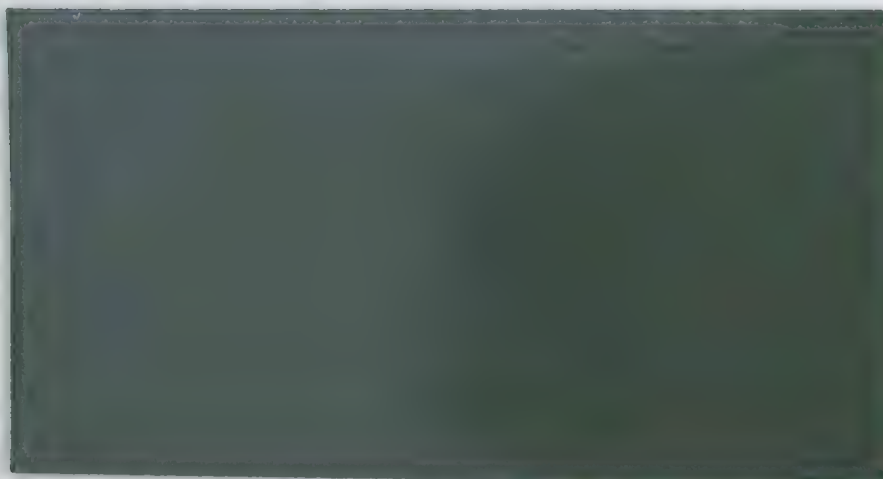
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THE SHERWIN-WILLIAMS CO.'S DEPOT PAINT.



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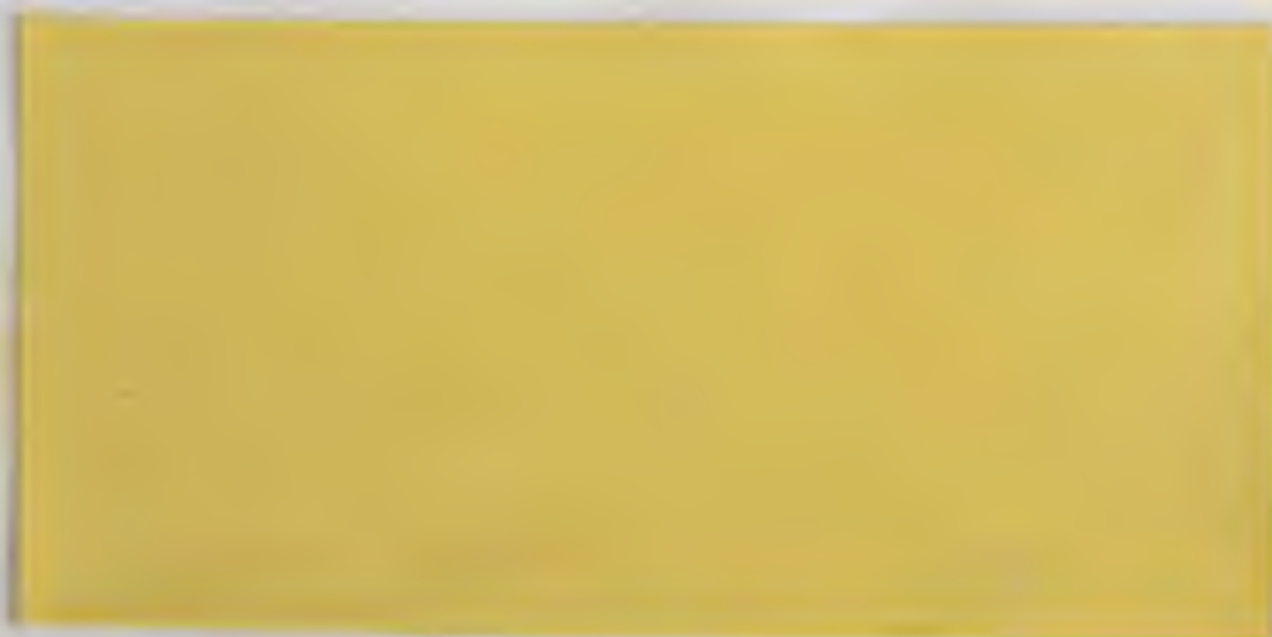
The colors contained in this folder *are the only shades carried regularly in stock* in the line of DEPOT PAINT.

This list takes the place of the shades of Depot Paint in the following pages of this catalogue, and when ordering use this folder to select from rather than the old list of colors, as many of them are no longer carried in stock.

THE SHERWIN-WILLIAMS CO'S DEPT.
PAINT.



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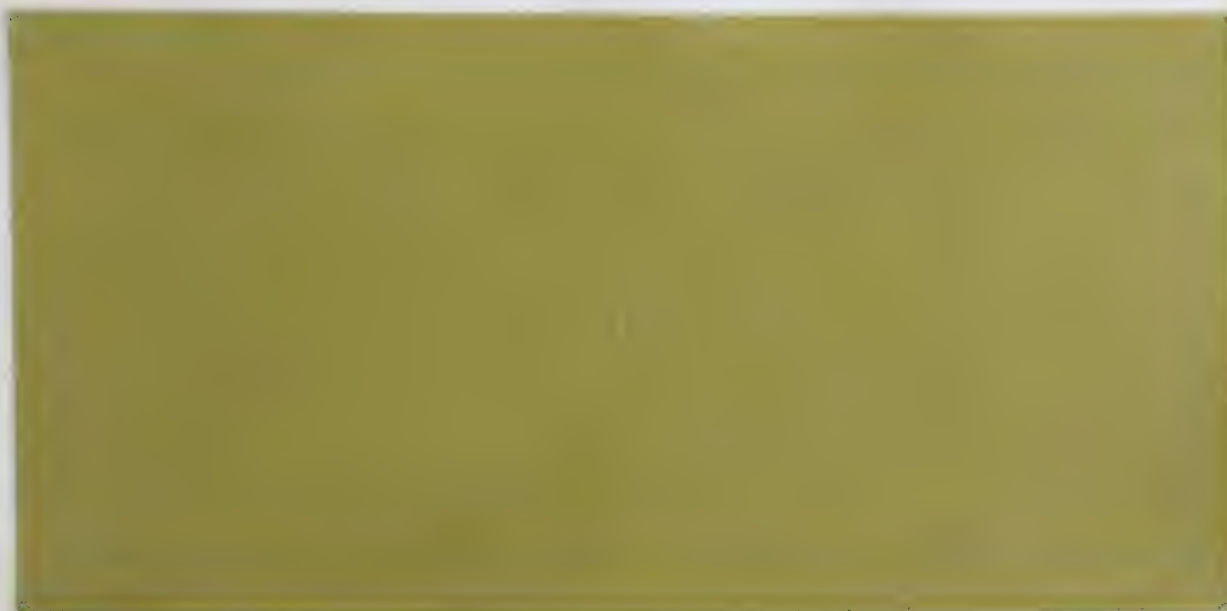


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THE SHERWIN-WILLIAMS CO'S DEPT
PAINT.



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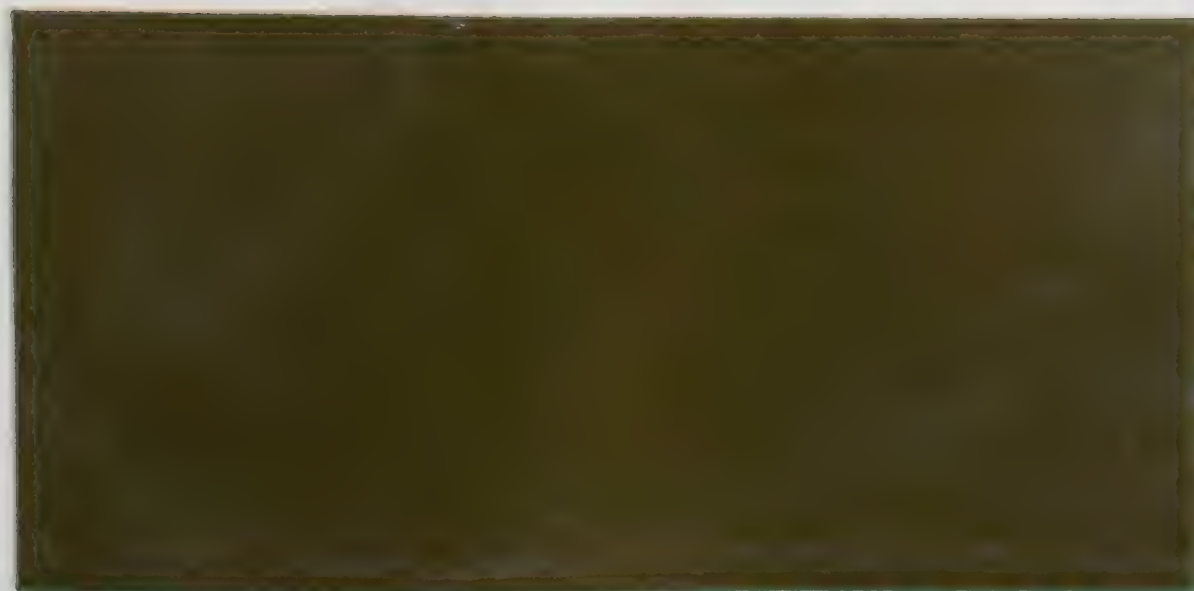
THE SHURWIN-WILLIAMS CO.'S DEPOT
PAINT.



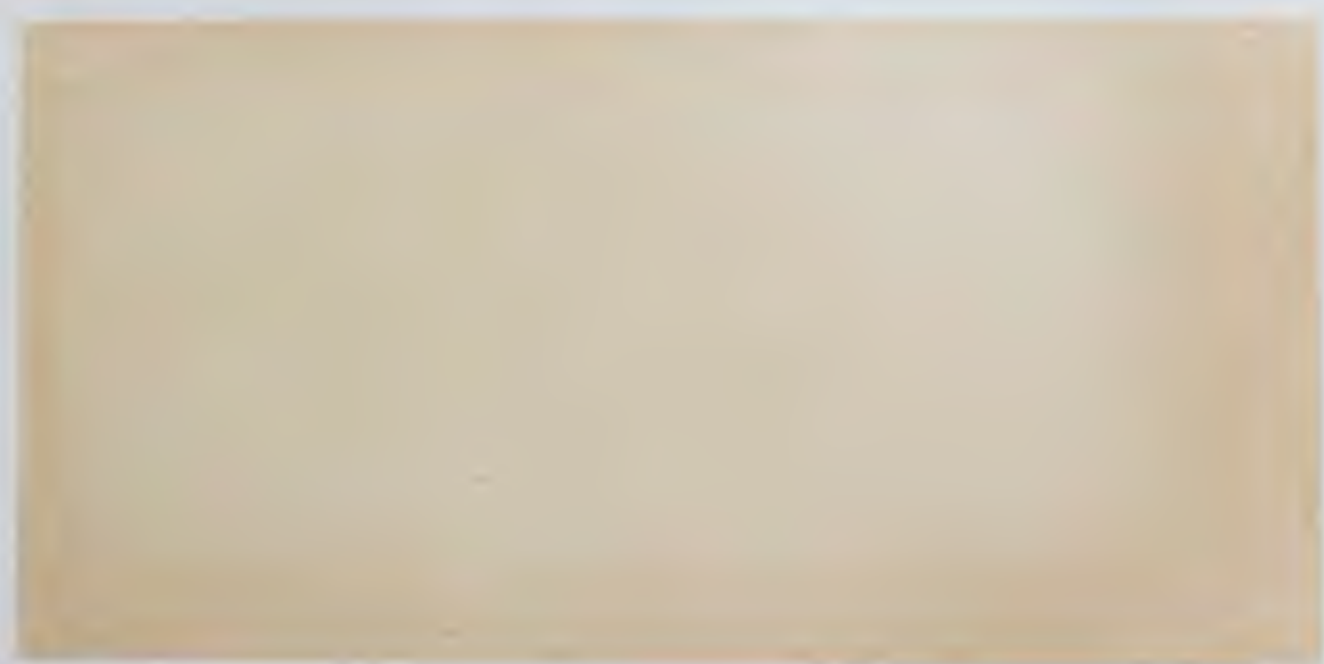
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THE SHERWIN-WILLIAMS CO.'S DEPOT
PAINT.



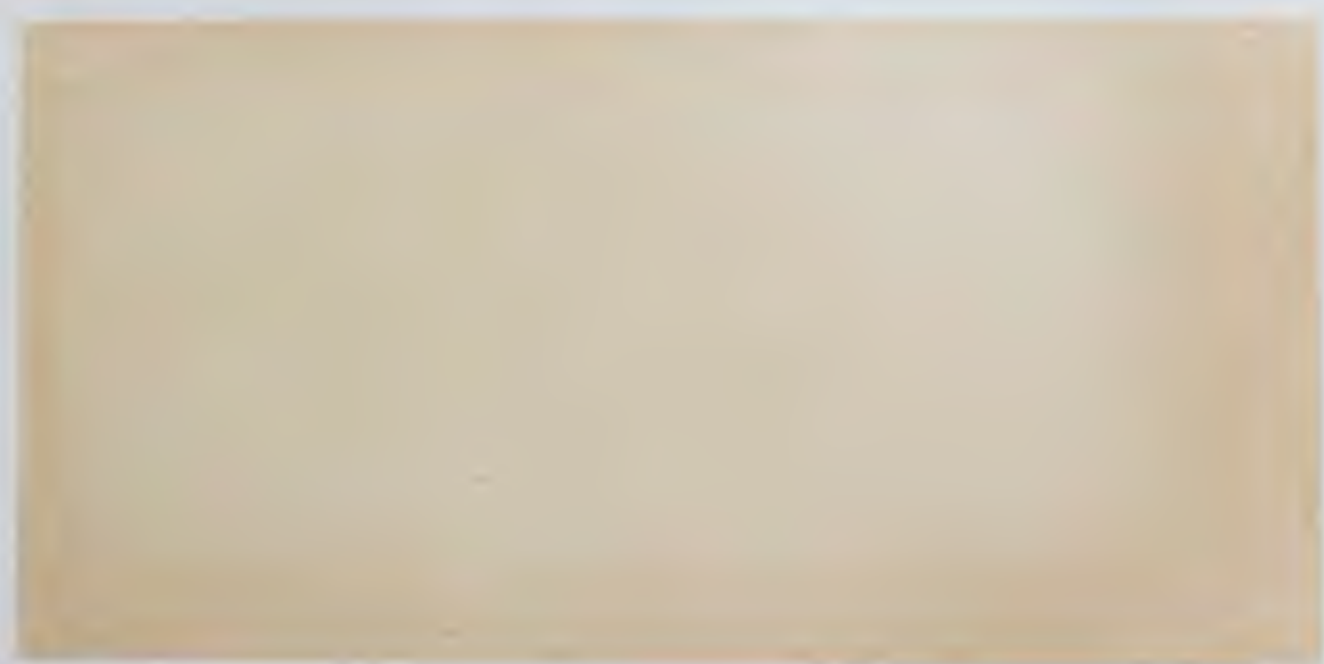
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THE SHERWIN-WILLIAMS CO.'S TINT
PAINT.



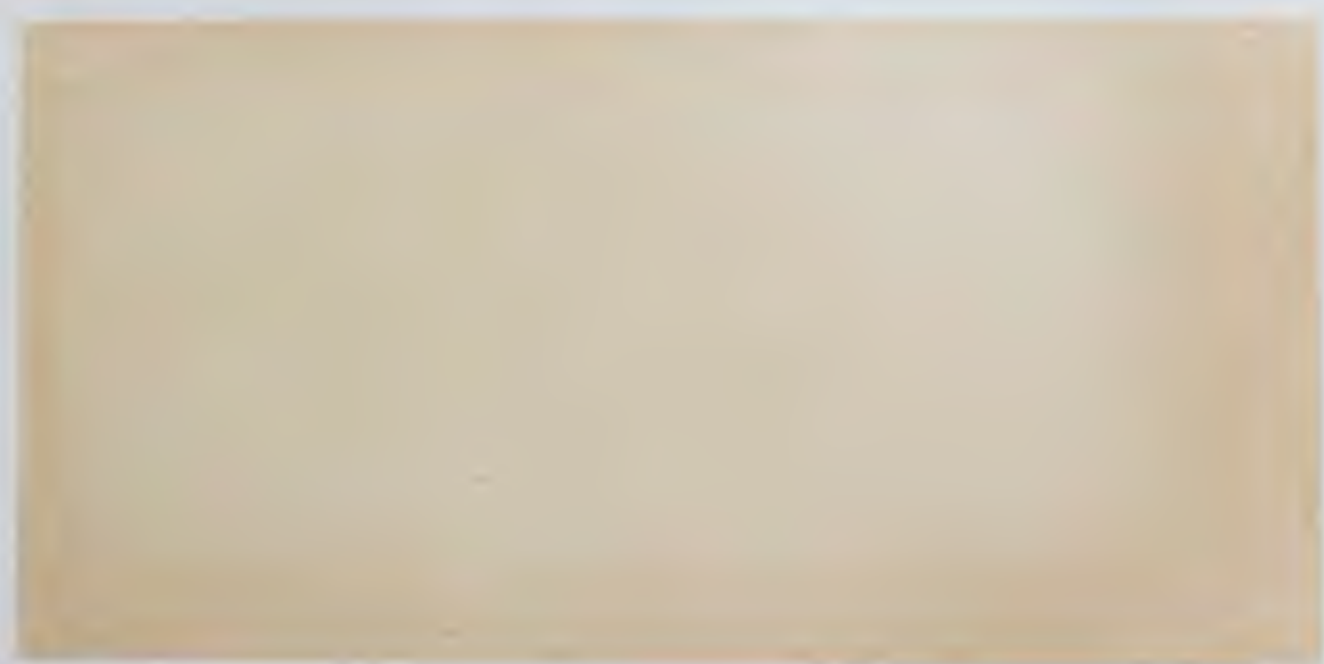
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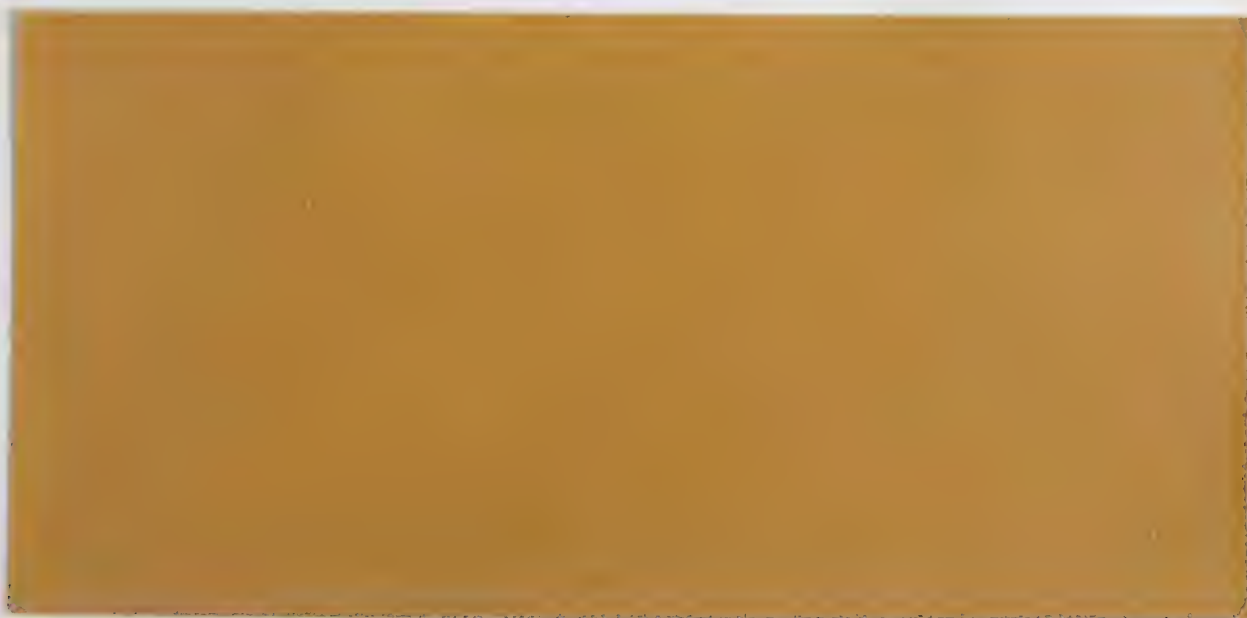
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THE SHERWIN WILLIAMS CO.'S DEPOT
PAINT.



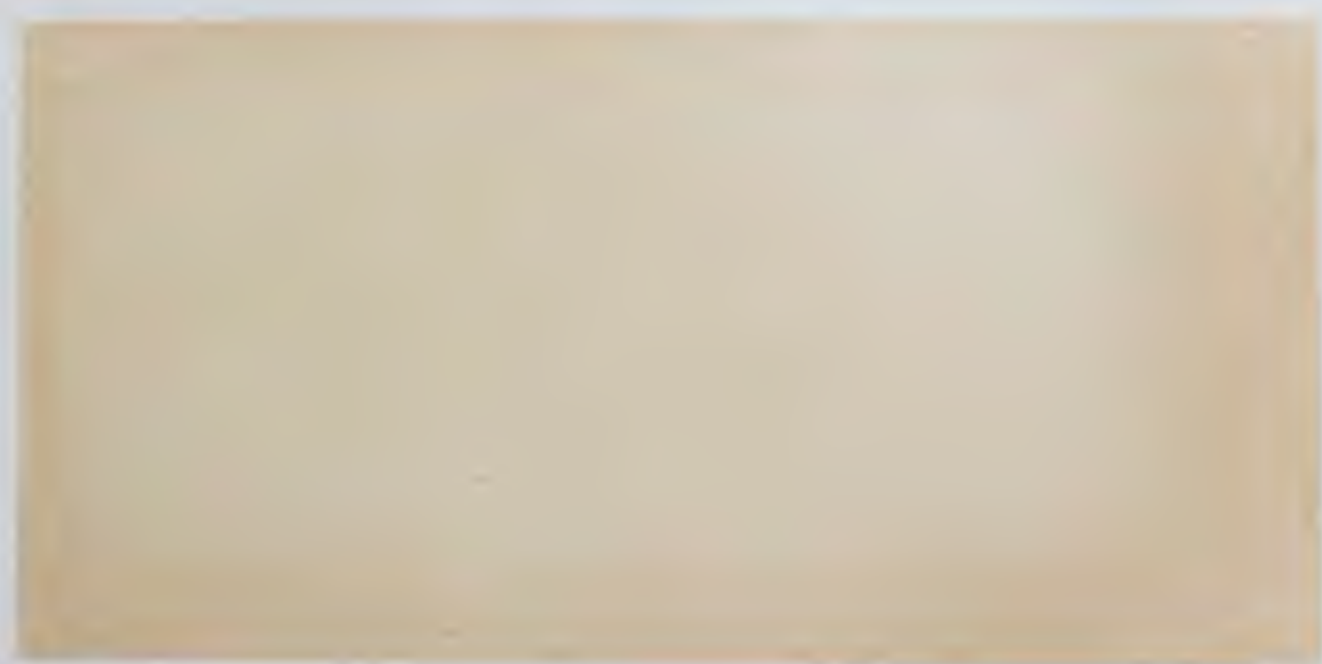
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THE SHERWIN-WILLIAMS CO.'S DEPOT
PAINT.



—2508



2510



—2540



DEPOT PL





PLATE No. 2.



THE SHERWIN-WILLIAMS CO.'S DEPOT
PAINT



2506



2505



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THE SHERWIN-WILLIAMS CO.'S DEPOT
PAINT.



2572



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2579

THE SHERWIN-WILLIAMS CO.'S DEPOT
PAINT.



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THE SHERWIN-WILLIAMS CO.'S DEPOT
PAINT.



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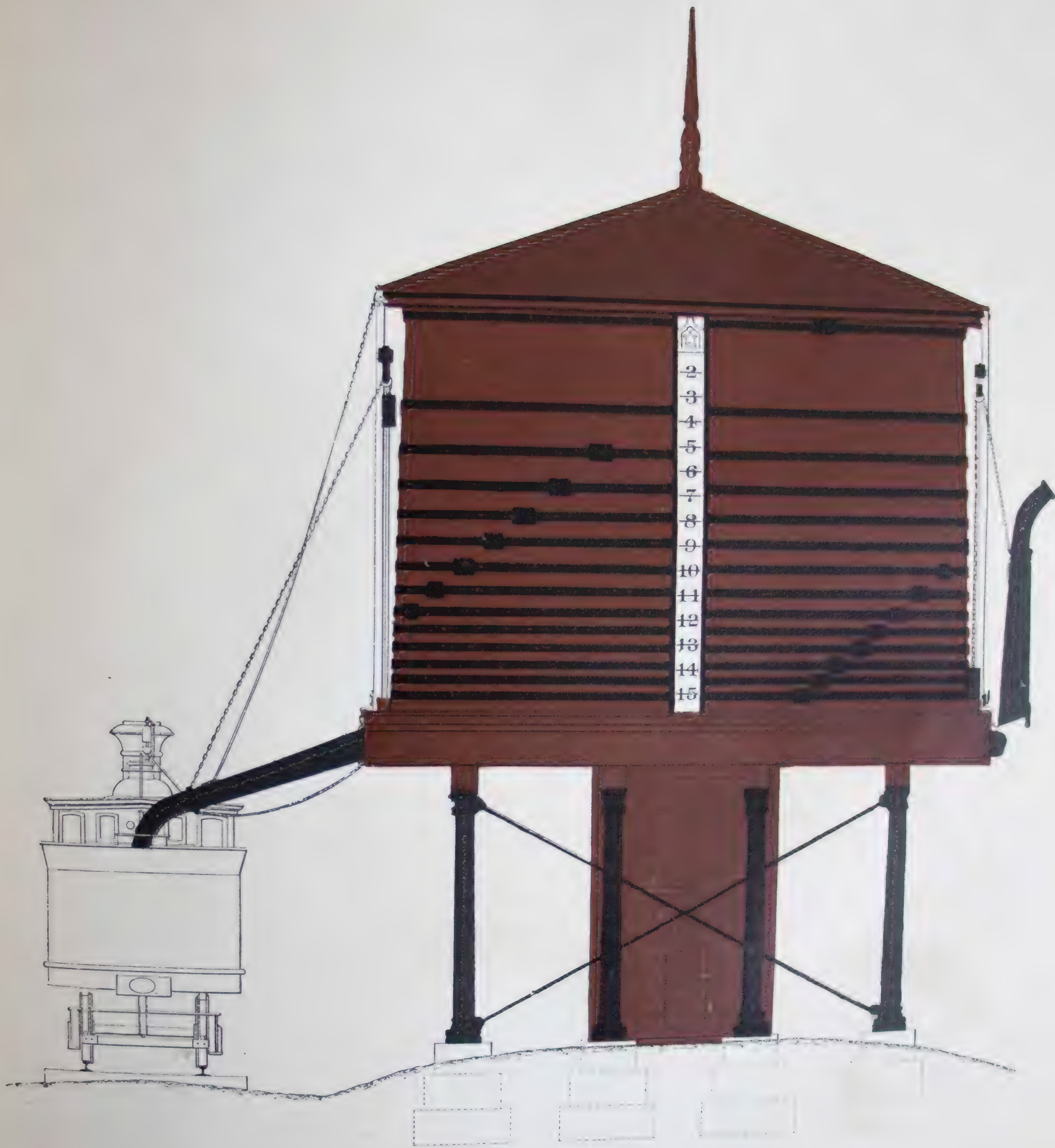


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BRIDGE PAINTS.

Railway companies well understand the relative importance of bridges to other portions of railway equipment. Good judges of what is most suitable in a bridge paint differ as to the colors best adapted to the purpose. The general tendency of opinion, however, favors the use of light colors, because, 1st, they can be seen more readily by engineers and train men in approaching the structures; 2d, defects or breaks, particularly in iron bridges, can be more readily detected by the discoloration on account of the rust, or by the contrast of portions which may be broken or out of place, with light colored paint; 3d, bridges, when painted with light colors, are less affected by changes in temperature than with dark colors, and therefore there is less contraction and expansion of the iron work. The paints which we prepare for bridges fulfil the purpose for which they are designed, and can be used more economically and to better advantage than other paints. The dark colors are made for roads which prefer them, or whose established custom requires their use.



CREOSOTE PAINT.

The combination of Creosote (Greek *σώζειν*, to preserve) with linseed oil and pigments, so as to produce a paint of superior preserving properties was accomplished by this Company several years ago, after the requisite experimenting and testing. We show on pages following samples of this paint, which it will be noted are dark colors, and well adapted for use on tanks, wood bridges, roofs, fences, tool houses, and out buildings generally.

THE SHERWIN-WILLIAMS CO.'S CREOSOTE
PAINT.



2530



2532



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THE SHERWIN-WILLIAMS CO.'S CREOSOTE
PAINT.



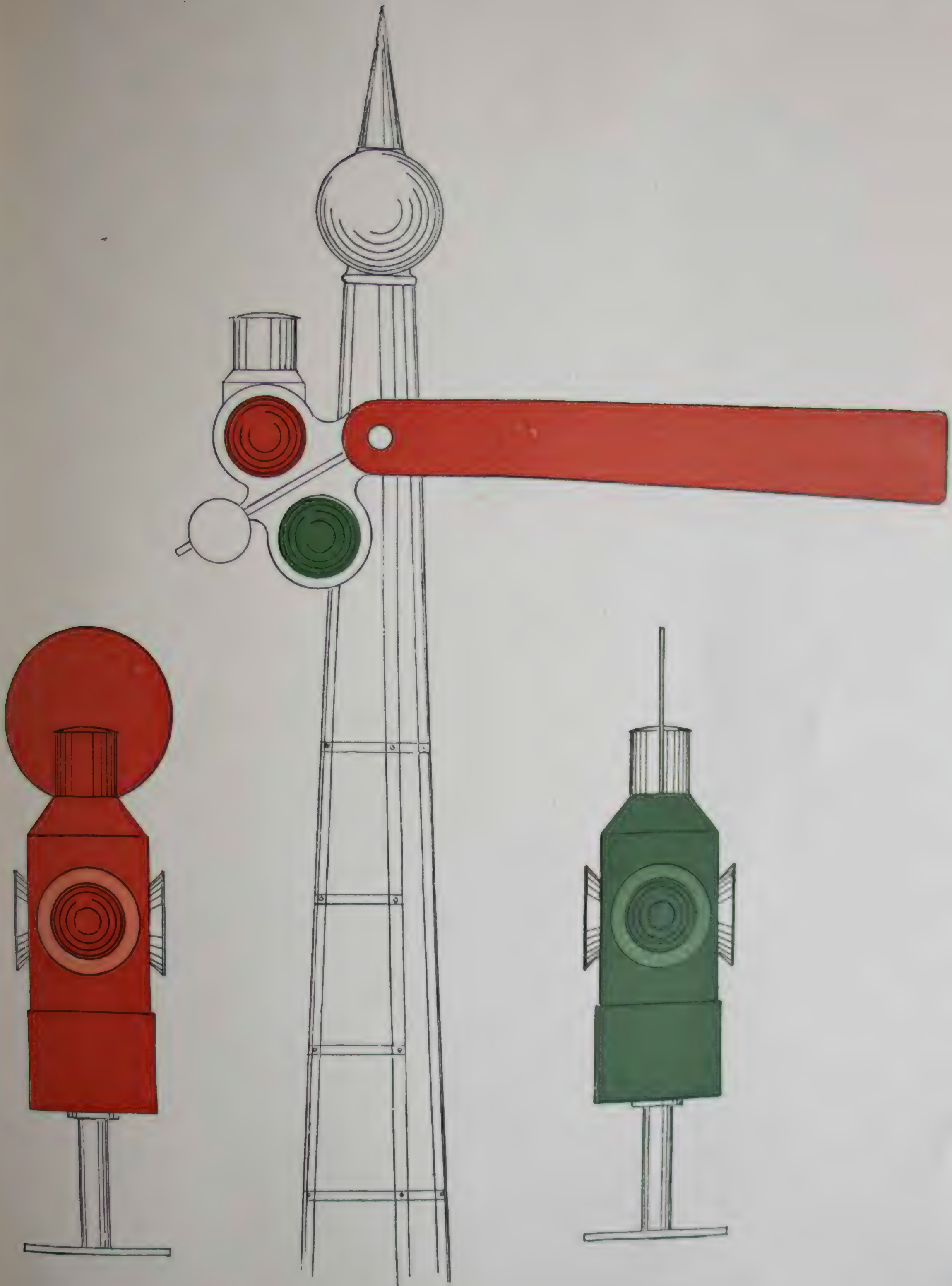
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2529



2531



TARGET PAINTS.

A bright red suitable for targets has been difficult to obtain, as many railway companies well know. The tendency of English or analine vermilions to fade or turn dark soon after exposure, has been a more or less serious drawback to their use for this purpose, and roads which have held to them steadfastly for any length of time have been obliged to repaint so often that the use of the paint was not only an expense, but an annoyance. After having made careful study of the conditions to which target paints are subjected, the important purpose they serve as signals; and, also, the requirements in vehicles, pigments, and manipulation to successfully meet these conditions, we are able to produce a special target red, which we can offer with entire confidence that it will prove satisfactory. It stands the attacks of atmosphere and storm, and retains its brilliancy of tone longer than any color heretofore used, and is very durable.

In other colors used for signal purposes, such as blues, greens, whites, etc., we are able to offer the *best in the market*, and suited to the trying conditions of service attached to targets and signals.



IVORY DROP BLACK.

GROUND IN JAPAN QUICK DRYING.

MANUFACTURED BY

THE SHERMAN WILLIAMS CO.

CLEVELAND, CHICAGO, NEW YORK

THE SHERWIN-WILLIAMS COLORS.

THE SHERWIN-WILLIAMS COLORS.

QUICK DRYING.

For Passenger Coaches, Locomotives, Interior Decorations, Etc.

Ground exceedingly fine in materials prepared expressly for the purpose, and possessing all the desired quick drying, binding and flattening properties. Intended to be thinned for use with clear Spirits Turpentine, but if, under special circumstances, it is deemed necessary to retard the drying, pure Raw Linseed Oil may be used in such proportions as the experience of the painter may dictate. Varnish, also, of suitable quality, may be mixed with the color, but the manufacturers do not guarantee satisfactory results when the color is used in any other way than suggested.

BLACKS.

Ivory Drop Black, R.R.

Finest and most intense black made. Especially designed for striping and ornamental work on passenger coaches, etc.

Ivory Drop Black, R.

The binding and free working properties, as well as fineness and durability, of this black is unsurpassed by any made. It is especially adapted for use on locomotives, not being affected by heat or cold, and *binding perfectly* on iron and steel surfaces.

Ivory Drop Black, "Special."

In fineness and binding properties equal to any other black, but made to meet special requirements.

Chemical Refined Lamp Black.

This is, without question, the strongest as well as finest Lamp Black produced.

The S.-W. Co. Lamp Black, "Special."

REDS.

French Carmine, No. 40.

French Carmine (Nakarati).

Brighter and stronger than any article of same name in America.

English (Quicksilver) Vermilion, Pale.

English (Quicksilver) Vermilion, Deep.

Permanent Vermilion.

Time and careful tests have proven that when this is used as recommended it changes color less by ordinary exposure than any other article ever offered.

American Vermilion, Pale.

American Vermilion, Deep.

Carmine Striping.

Prepared expressly for decorating exteriors of passenger coaches, contrasting with most of the dark body colors.

Tuscan Red, Real.

This is the clear Tuscan Color, its genuineness insuring a permanency of color under exposure not possessed by the bright Tuscan reds so much used.

Tuscan Red, Bright.

- This is the so-called Tuscan Red, largely used as a body color for cars. Much handsomer than the real, but not quite so permanent.

Indian Red, Light.

Genuine; clear in tone, and true to name.

Indian Red, Dark.

Differing from the preceding only in depth of color.

Wine Color, B.

English Rose Pink.

English Scarlet Lake, XXX.

English Rose Lake, XXX.

English Purple Lake, XXX.

English Crimson Lake, XXX.

American Crimson Lake, XXX.

Munich Lake, XXX.

Claret Lake.

Maroon Lake.

Chatimuc Lake.

BLUES.

Cobalt Blue,
Prussian Blue.
Ultramarine Blue.
Azure Blue.

BROWNS.

Raw Turkey Umber.
Burnt Turkey Umber.
Raw Italian Sienna.
Burnt Italian Sienna.
Vandyke Brown.
Pure Brown.

WHITES.

Flake White.
Silver White.
Cream White.

GREENS.

Extra Coach Green, Light.
Extra Coach Green, Medium.
Extra Coach Green, Dark.
Quaker Green, Light.
Quaker Green, Medium.
Quaker Green, Dark.
Milori Green, Light.
Milori Green, Medium.
Milori Green, Dark.
Very Dark Green.

Italian Green.
Bronze Green.
Myrtle Green.
French Crown Green.
Brunswick Green.
Swedish Green.

Both Brunswick and Swedish Greens look well on, and are specially suited for, engine colors.

YELLOWS.

English Chrome Yellow, Light.
English Chrome Yellow, Medium.
English Chrome Yellow, Orange.
English Chrome Yellow, Dark Orange.
Naples Yellow.
French Yellow.
Yellow Ochre.
Golden Ochre.
Gold Imitation.
Dutch Pink.

The above list does not include car body colors, samples of which are shown in another part of this catalogue.

THE SHERWIN-WILLIAMS COLORS.

FINELY GROUND IN PURE LINSEED OIL.

BLACKS.

Ivory Drop Black.
English Coack Black.
Sign Painters' Black.
Lamp Black.
Black Paint.

BLUES.

Chinese Blue.
Prussian Blue.
Ultramarine Blue.
Blue Paint.

BROWNS.

Raw Turkey Umber.
Burnt Turkey Umber.
Raw Italian Sienna.
Burnt Italian Sienna.
Vandyke Brown.
Iron Ore Brown.

GREENS.

Bronze Green.
Paris Green.
Chrome Green, L., M. and D.

REDS.

English Vermilion.
Permanent Vermilion.
American Vermilion.
English Rose Pink.
Tuscan Red.
Indian Red.
Venetian Red.
Red Lead.
Iron Ore Red.

YELLOWS.

Chrome Yellow, L., M., O. and D. O.
Golden Ochre.
Yellow Ochre.

Put up in 5s, 10s and 25s, cans or pails, and $\frac{1}{2}$ bbls.

A full list of Distemper or Fresco Colors.

A full list of Graining Colors and Grounds.

SKELETON HISTORY OF PIGMENTS.

SKELETON HISTORY OF PIGMENTS.

IVORY DROP BLACK is made from waste pieces of ivory from the manufactories of ivory articles. The ivory chips are burned in close crucibles until of a fine jet black. Great care is necessary to be observed in burning, exposure to air, etc. The black chips are then crushed fine in water; afterwards dried in lumps or drops, and pulverized again before grinding in oil or other liquids as required. Much of the so-called Ivory Black is produced by burning bones, grape vines, wine lees, etc., and its quality depends upon the materials and care in burning.

SIGN PAINTERS' BLACK is prepared by a combination of blacks that secures the greatest durability and intensity of color, and such working qualities as adapt it to the use which its name indicates.

LAMP BLACK is obtained by the incomplete combustion of such substances as are very rich in carbon. The materials generally used are rosin, tar, and vegetable oils. The best qualities are the lightest in weight. The color is inferior to Ivory Black when used alone, but is the most durable of any known pigment.

CARBON BLACK is a name applied to a species of Lamp Black, obtained from the natural gas of the petroleum oil districts, and is found to be much stronger than the best of Lamp Blacks.

CHINESE AND PRUSSIAN BLUES, discovered by chance in 1720 by Diesbach, are the combinations of variable proportions of Proto-Cyanide and Sesqui-Cyanide of iron with water. As found in the market, these pigments vary in intensity according to the quality and proportions of materials used, and to the care in manufacture.

ULTRAMARINE BLUE.—True ultramarine is obtained from the mineral *Lapis-Lazuli*, found in Prussia and Japan, but in such small quantities that it has for many years been worth its weight in gold. The ultramarine of commerce is made to closely imitate *Lapis-Lazuli* by several chemical processes, which we need not fully explain here.

TURKEY UMBER is a native earth formerly found in the Roman Province of Umbria (whence its name), but now comes from the Island of Cyprus. The native earth, called Raw Umber, is in light brown lumps, and roasted in furnaces to produce Burnt Umber, which is much more largely used than the raw. Great care is necessary in selecting the raw, rejecting impurities, and in burning, to secure the full, clear tone most desired. Immense deposits of Umber are found in this country, but none of it equals that from Cyprus, and yet it is sold, both dry and ground in oil, and is used as an adulterant of the foreign article.

ITALIAN SIENNA comes from Sienna, in Tuscany, and until within a few years was called Terre de Sienna, (Sienna Earth). The raw is a peculiar yellow, and when burned is a rich semi-transparent red. Even more care may be exercised in selecting and burning this than Umber, as it is generally used where its brightness and clearness of tone is brought out in its transparency more than its body. A few very good beds of Sienna

have been found in America, but none yet developed that will compare with the Italian.

VANDYKE BROWN, a pigment much esteemed and used by the great painter, Van Dyke, after whom it was named. It is a bog earth of a fine transparent brown color. It is also made by calcining certain ochres found in France. It is a very durable color.

CHROME GREEN is made from bi-chromate of Potassa, by processes varying somewhat by different manufacturers.

PARIS GREEN, well known as an arsenite of copper, and a rank poison, is a beautiful light green, unequaled by those made by other processes. It is not used as a paint as much as formerly, other greens without the poisonous properties taking its place. When used ground in oil it is, of course, much safer to handle than in its dry state.

AMERICAN VERMILION.—The principal ingredients are Carbonate of Lead and Bi-chromate of Potash, in the proportion of about eight parts of the former to one of the latter. Great care must be taken in washing, drying, etc., to insure fine shades.

ENGLISH VERMILION.—The pigment that has obtained this name in America is a red Sulphide of Mercury, and has now become well known as Quicksilver Vermilion. Until within about twelve to fifteen years most of it was imported from England. While the process of manufacture varies somewhat, it is substantially from five to six parts of Quicksilver to one of sulphur.

RED LEAD is a Protoxide and Binoxide of Lead that is produced by calcining lead in suitable ovens. The only skill required in its production is in obtaining the bright orange color.

ROSE PINK is a vegetable color, with a chalk basis. It has very little durability, but when fresh is of a bright rose color.

INDIAN, VENETIAN AND TUSCAN REDS are Iron Oxides, obtained by burning suitable ochres, and especially in the Venetian by calcining coperas with a suitable base, usually gypsum. The brightness of color depends upon the materials used and the skill of the workmen in burning. All such colors are exceedingly durable, and will no doubt be better appreciated in the future than they have been in the past.

CHROME YELLOW (chromate of lead) is made of Bi-chromate of Potassa and Acetate of Lead. The various colors, such as lemon, orange, and dark orange, are results obtained from the mode of preparation. Chromium, a peculiar metal, was discovered in 1797 by Vauquelin.

YELLOW OCHRE is a native earth, and probably no other pigment used in painting is more widely distributed or found in such exhaustless quantities as this. Immense beds have been found in nearly all sections of this country, but the better grades, and those most desired for their choice color and strength when prepared for painting, are found in France.

GOLDEN OCHRE is a choice, rare variety of native ochre, and is also manufactured similarly to chrome yellow.

EXAMPLES OF LETTERING.

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